AMENDMENTS TO THE CLAIMS

1. (Currently Amended) A constant velocity joint in the form of a counter track joint comprising:

an outer joint part having a first longitudinal axis (A_{12}) and comprising first outer ball tracks and second outer ball tracks;

an inner joint part having a second longitudinal axis (A_{15}) and comprising first inner ball tracks and second inner ball tracks;

the first outer ball tracks and the first inner ball tracks form first pairs of tracks;

the second outer ball tracks and the second inner ball tacks form second pairs of tracks;

the pairs of tracks each accommodate a torque transmitting ball;

a ball cage is positioned between the outer joint part and the inner joint part and comprises circumferentially distributed cage windows which each receive at least one of the balls;

when the joint is in the aligned condition, the first pairs of tracks open in a central joint plane (E) in a first direction R_1, and

when the joint is in the aligned condition, the second pairs of tracks open in the central joint plane (E) in a second direction R_2,

wherein, when the joint is in the aligned condition, the following condition is satisfied:

$0.9 < V1 < 1.3$ with $V1 = PCDS^3 / [[\{]](DK^2 \times PCDB)$

where PCDS is the pitch circle diameter of a shaft toothing in the inner joint part, DK is the ball diameter, and PCDB is the pitch circle diameter of the balls,

wherein the joint is designed to have a maximum angle of articulation ranging between 30° and 40°.

2. – 20. (Canceled)

21. (Previously Presented) A constant velocity joint in the form of a counter track joint comprising:

an outer joint part having a first longitudinal axis (A_{12}) and comprising first outer ball tracks and second outer ball tracks;

an inner joint part having a second longitudinal axis (A_{15}) and comprising first inner ball tracks and second inner ball tracks;

the first outer ball tracks and the first inner ball tracks form first pairs of tracks;

the second outer ball tracks and the second inner ball tacks form second pairs of tracks;

the pairs of tracks each accommodate a torque transmitting ball;

a ball cage is positioned between the outer joint part and the inner joint part and comprises circumferentially distributed cage windows which each receive at least one of the balls;

when the joint is in the aligned condition, the first pairs of tracks open in a central joint plane (E) in a first direction R_1, and

when the joint is in the aligned condition, the second pairs of tracks open in the central joint plane (E) in a second direction R_2,

wherein, when the joint is aligned, the following is satisfied:

$0.34 < V3 < 0.37$ with $V3 = PCDS / (PCDB + DK)$

where PCDS is the pitch circle diameter of a shaft toothing in the inner joint part, PCDB is the pitch circle diameter PCDB of the balls, and DK is the ball diameter,

wherein the joint is designed to have a maximum angle of articulation ranging between 30° and 40°.

22. (Previously Presented) A constant velocity joint according to claim 1, wherein the following is satisfied:

$0.525 < V2 < 0.585$ with $V2 = (PCDB - DK) / (PCDB+DK)$.

23. (Previously Presented) A constant velocity joint according to claim 21, wherein the following is satisfied:

$0.525 < V2 < 0.585$ with $V2 = (PCDB - DK)/(PCDB+DK)$.

24. (Previously Presented) A constant velocity joint according to claim 1, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

25. (Previously Presented) A constant velocity joint according to claim 21, wherein the following is satisfied:

$0.58 < V4 < 0.64$ with $V4 = PCDS / (PCDB - DK)$.

26. – 27. (Canceled)

28. (Previously Presented) A constant velocity joint according to claim 1, wherein the first pairs of tracks and the second pairs of tracks are arranged so as to alternate across the circumference.

29. (Previously Presented) A constant velocity joint according to claim 21, wherein the first pairs of tracks and the second pairs of tracks are arranged so as to alternate across the circumference.

30. (Previously Presented) A constant velocity joint according to claim 1, wherein the joint comprises eight balls.

31. (Previously Presented) A constant velocity joint according to claim 21, wherein the joint comprises eight balls.

32. – 35 (Canceled)

36. (Previously Presented) A constant velocity joint according to claim 1, wherein the outer joint part comprises a joint base formed on one side thereof, the base including a formed-on journal.

37. (Previously Presented) A constant velocity joint according to claim 21, wherein the outer joint part comprises a joint base formed on one side thereof, the base including a formed-on journal.

38. (Previously Presented) A driveshaft comprising two constant velocity joints and an intermediate shaft, wherein at least one of the constant velocity joints is a joint according to claim 1.

39. (Previously Presented) A driveshaft comprising two constant velocity joints and an intermediate shaft, wherein at least one of the constant velocity joints is a joint according to claim 21.

40. (Previously Presented) A driveshaft according to claim 38, wherein the intermediate shaft comprises an axial plunging unit.

41. (Previously Presented) A driveshaft according to claim 39, wherein the intermediate shaft comprises an axial plunging unit.

42. (Previously Presented) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 1, and a the shaft journal of same is inserted into the differential drive.

43. (Previously Presented) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 21, and a the shaft journal of same is inserted into the differential drive.

44, (Previously Presented) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a

differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 1, and a journal of same is inserted into the wheel hub unit.

45. (Previously Presented) A motor vehicle with at least two driveshafts which each comprise two constant velocity joints and an intermediate shaft and which each connect a differential drive to a wheel hub unit, wherein at least one of the joints is a joint according to claim 21, and a journal of same is inserted into the wheel hub unit.

46. (Previously Presented) A motor vehicle with a driveshaft which comprises at least two constant velocity universal joints and an intermediate shaft wherein at least one of the constant velocity joints is a joint according to claim 1.

47. (Previously Presented) A motor vehicle with a driveshaft which comprises at least two constant velocity universal joints and an intermediate shaft wherein at least one of the constant velocity joints is a joint according to claim 21.

48. (Previously Presented) A motor vehicle according to claim 46, wherein the driveshaft comprises three intermediate shafts which are connected via constant velocity universal joints.

49. (Previously Presented) A motor vehicle according to claim 47, wherein the driveshaft comprises three intermediate shafts which are connected via constant velocity universal joints.

50. (Previously Presented) A motor vehicle according to claim 46, wherein at one end of the driveshaft there is arranged a constant velocity plunging joint.

51. (Previously Presented) A motor vehicle according to claim 47, wherein at one end of the driveshaft there is arranged a constant velocity plunging joint.

52. (Previously Presented) A motor vehicle according to claim 46, wherein the driveshaft connects a gearbox output with a differential input.

53. (Previously Presented) A motor vehicle according to claim 47, wherein the driveshaft connects a gearbox output with a differential input.